

HONGKONG & WHAMPOA DOCK Co., Ltd

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG
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 Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
 Iron and Brass Founders, Forge Masters, Electricians,
 ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR
 Modern up-to-date plant operated by our own specially trained
 workmen under expert European supervision.
 All classes of light Steel work manufactured by the above process.
 Taps, Drums, Ventilators, Pipes, &c., &c.

Please Address Enquiries to the Chief Manager,
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NEW ZEALAND STRIKES.

COMPULSORY ARBITRATION.

New Zealand writes:—The record of disturbances in that most maled of the possessions, New Zealand, represents the culmination in chaos of a series of experiments which their designated leaders included themselves into believing would bring abut on continued industrial peace.

It is hardly a week nearly twenty years to the times when William Pemberley, now professor at the University of London, and then a member of the New Zealand Government, introduced his Bill for the settling of all differences between employer and employee—the Compulsory Arbitration Act—into this piece of legislation, a court was established with a supreme court judge as president, and, in cases of dispute re hours of labour, working conditions and wages, the cause to the dispute were cited to appear before this tribunal, which heard all evidence on sides and delivered an award, enforced under penalty of fine or imprisonment.

The initial working of this act was highly beneficial to the working classes, the awards of the court being set invariably to improve in wages and hours of labour, and the employers, who had taken advantage of this legislation, were machinery. New Zealand received little advertisement as a country where strikes were unknown; politicians nominated from Europe and America, who had been the origin of the act and its working, and it was adopted on the statement of several of the Australian colonisation states of the Commonwealth that it was a success.

Richard Seddon, Premier of New Zealand for twenty years, maintaining continuous pressure in office larger than any other, and the labour supporters of this act and the labour supporters of him.

PRAX HOTEL.

THE RUBBER FACTORY FIRE

The Pisang Gazette of the 11th inst. contains the following details of the fire mentioned in our telegram of yesterday date.—A fire on Sungai Limau Estate situated some ten miles north of Taiping and belonging to the Sungai Manak Rubber Co., Ltd., did damage to about 100 acres to the extent of about £1,000, the loss being to the extent covered by insurance. The fire occurred soon after 11 p.m. in the factory, an attic roofed structure with corrugated iron sides and wooden supports. The factory had been locked up for the night. Detecting smoke from a chimney from the roof, which was seen as duty guards were on duty, they ran down quickly on the scene. The manager, Mr. J. D. Clark, was also on one of the spots, but nothing could be done to save the building or its contents. The flames rapidly took hold of the roof, which was made of untreated teak, and 300 lbs. of rubber bales ignited. In five minutes there was a most tremendous blaze, sheets of flame shooting up many yards high and lighting the whole district. So great was the heat it was impossible to approach within seventy or eighty yards of the burning. A large quantity of inflammable material, the fire took very short time to burn itself out, none of rubber, machinery, condensing pans, etc., being saved.

The rubber is estimated at worth £200 and the buildings and other things £200. An insurance firm, the Oriental Assurance Co., will meet the losses. It is supposed that the fire originated from a spark which fell on the roof from the funnel connected with the smoking shed some 20 yards away. There was a guaze covering at the end, so it is probable that some sparks were collected in the ridge, smouldered and caused the fire on the roof. The fire extinguishing apparatus was inside the factory when outbreak was discovered, but the fire

FIRST STAGE OF THE TROUBLE.
But though this legislation did not raise to the standard of comfort of the working man, it eventually led to the stable raising of the cost of production and a corresponding increase in the cost of living that left the worker little if any better than he was before. It also brought upon his mind the realization that even his spiritless employers were likely to become participants in the future proceedings; and the minimum wage, the award naturally became the maximum wage of any trade, on the basis of all incentive to excel on the part of the worker. When the law was thus extended to all cases before the Industrial Court, it was made a means of every possible occasion for the firing of non-unionists, paying less than the minimum wage without a court order for doing so, or employing men at a lower rate than those allowed in the award, and getting well with the act, as every employer was so easily enjoined. But as time arrived, as it undoubtedly has, that the court held the unions had received all they were entitled to, and that no further increases in wages were justified when the class that had reaped so much from this legislation turned its back on the provisions of the act, and with the weapon which it declared illegal, struck.

Capt. & Mrs. Haskins	Hunt
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Hunt	Mrs. N. C. W.
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KING EDWARD HOTEL.	
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Capt. G. J. Clark	Dr. Perry
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My A. C. Lange	Jr. U.S.

obtained too great a hold to do any
beyond preventing its spread to o
buildings. The fire was witnessed by
L. W. Learmont of Messrs. Pate
Simons and Co., the agents, and by
D. C. Jeffrey of Messrs. McCaiffie D
and Hope, the auditors. — *Straits Times*

LAW A SAVOURING STOCK.
A government dependent upon the support of its continuance in power is loath to do its duty to enforce the penalties awarded for the strikers, and the law has been virtually a laughing stock. Then a majority of the miners' unions advocated the idea of forming all the working class into one great militant body, and a handful of men were successful in bringing together all the miners, the water carriers, the teamsters, slaughtermen, butchers, all unions of unskilled labour into a body styled the "United Laborers." The members of the "United Laborers," of this Federation are the syndicalists of the most advanced type, and their methods were almost synonymous with those of that American organization, the Independent Workers of the World. "Egalitarianism" is the watchword in all quarters, and the number of strikes recorded in New Zealand makes poor reading for a country that boasted so loudly of its perpetual independence. "A revolution on the part of the people against these recent conditions" is the motto of the Federation, and last year was almost triumphantly opposed to the machinations of the Federation of L. and, after several preliminary sessions the Federation is now making a determined effort at defiance of law and order.

THE GOVERNMENT'S RETORT.
The present administration is determined to break the "Federation" organizations, and has accordingly supplied the police with the necessary funds to do the dirty work. The Federation of Labour will find the "Police" funds more than a match for the "Federation" funds, and the conditions of the workers have been improved.

Mr. J. Scott Hankins

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CHURCHMAN HOTEL.

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Miss D. Yltinga Capt. C. Y.
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Mr. T. L. Harrison Mr. G. J.
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Harvey Hotel and
Major and Mrs. V. J. Williams
Lundon William
Dr. & Mrs. Evan-Jones Madam W.

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Belandier
Mr. L. Barnes Mr. H.
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Mr. & Mrs. G. Baker Mr. H. M.
Mr. H. Baker Mr. H. M.

[illegible]

A MARCONI MYSTERY

VEHICLE DELAYED BY BOGS APPEARS
HEAVY.

It became known in shipping circles at the Fort, Colombo, on the day following the night of the crash, carrying home of an Australian service which arrived at Colombo that week-end had been delayed for some twenty-four hours on the Colerun, owing to the receipt of a "logos" less message appealing for assistance. The operator received the message "a sailing: can't last five more minutes" accompanied by the code word "Oriental mail" which left Colombo on the night of October 30. The ship immediately got underway, took with her several mails, but could obtain confirmation of the alleged disaster. The captain immediately put back home and made diligent search for the wreckage about the sea; so where the ship might have been found. The ship, "Nothing" was found, and the vessel, after her voyage to Colombo some five hours behind time as stated, the ship learning, of course, on his return at the port that the mail had been called again on October 30, reporting, again, the disappearance of the ship.

that the "new" computer leads him to question a long-held view of the world. "That is a significant possibility that the present way of doing things is in fact a very small part of a much larger system," he says. "I am concerned about the labor force and the individual systems and the nature of a future disturbance in that system for human life and the environment. I am concerned about the future of the human race."

[illegible]

A high-contrast, black and white image showing a dense, textured surface, possibly a wall or a large piece of fabric, with a vertical line running down the left side. The texture is highly irregular and grainy, with many small, dark, rectangular shapes scattered across the surface. The vertical line on the left is a thin, dark line that runs from the top to the bottom of the image. The overall appearance is that of a close-up photograph of a rough, weathered surface.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO DATE	REMARKS
CHANGHAI, KOBE, YOKOHAMA	SIMLA Capt. G. Phillips	About 28th Nov.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. J. COLLWELL	About 21st Nov.	Freight and Passage.
LONDON, via Suez, Port of Call	DEVANHA Capt. W. R. HICKY	Noon	See Special Advertisements
LONDON & ANTWERP	NUBIA Capt. F. J. Fox	About 26th Nov.	Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendent.

P. & O. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE
VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From St. John N.B.
EMPEROR OF INDIA, Thu., Nov. 20.	ALLAN LINE, Wed., Dec. 17.
EMPEROR OF ASIA, Fri., Dec. 4.	EMPEROR OF BRITAIN, Sat., Dec. 27.
EMPEROR OF JAPAN, Thu., Dec. 18.	EMPEROR OF RUSSIA, Wed., Jan. 14.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are now quadruple screw 21 knot steamships of 16,850 tons gross—30,425 tons displacement—two funnels, fastest and most luxurious of the Pacific.

All steamers of the Company are fitted with wireless telegraph, and are equipped with the latest wireless apparatus.

Each 'Trans-Pacific' steamer connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail Steamer as above. The 'Emperors of Britain' and 'Emperors of Russia' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON	
EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10.
EMPEROR OF ASIA	do do \$85.
EMPEROR OF INDIA	do do \$85.
EMPEROR OF JAPAN	do do \$85.
MONTAGUE—Intermediate service—First class railway second cabin Atlantic, via Canadian Atlantic Port, \$63.	
Special Through Rates (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.	
Full particulars on application to Agents.	
Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.	
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to:	
D. W. CRADDOCK, General Trade Agent, Corner Packer Street and Pinya (opposite Blake Pier).	

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destination	Steamers	Sailing Date
MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	MISHIMA MARU, Capt. T. Nakamura	WEDNESDAY, 26th Dec., at Daylight.
VICTORIA, B.C., & S.E.T. via SHANGHAI, MOJO, KOBE, YOKOHAMA & YOKOHAMA.	KAGA MARU, Capt. Sakuma	WEDNESDAY, 17th Dec., at Daylight.
KOBE, YOKOHAMA	HATACHI MARU, Capt. Yamawaki	THURSDAY, 4th Dec., at 11 a.m.
NAGASAKI, KOBE AND YOKOHAMA	TOKUSHIMA MARU, Capt. E. Komatsu	FRIDAY, 21st November.
BOMBAY, via SINGAPORE, COLOMBO AND COLOMBO.	BOMBAY MARU, Capt. Tanaka	SATURDAY, 29th November.
SYDNEY, via MELBOURNE, via MANILA, THURON, CANTON, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. Tanaka	TUESDAY, 25th Nov., at Noon.
YOKOHAMA, via SINGAPORE, PENANG, & RANGOON	KUMANO MARU, Capt. Winkler	WEDNESDAY, 17th Dec., at Noon.
YOKOHAMA, via SINGAPORE, PENANG, & RANGOON	SANUKI MARU, Capt. Deguchi	FRIDAY, 29th November.
YOKOHAMA, via SINGAPORE, PENANG, & RANGOON	RANGOON MARU, Capt. Date	TUESDAY, 2nd December.

PASSENGER SEASON—1914	
FOR EUROPE	
MIYASAKI MARU	16,000 tons, sails Wednesday 28th January.
KITANO MARU	16,000 tons, sails 11th February.
YAGUMARU	16,000 tons, sails 25th February.
HIRANO MARU	16,000 tons, sails 11th March.
KAIORI MARU	16,000 tons, sails 25th March.
KAMO MARU	16,000 tons, sails 8th April.
KASHIMA MARU	16,000 tons, sails 22nd April.

FOR AMERICA	
SHIDZUKA MARU	12,500 tons, sails Tuesday 27th January.
PAMBA MARU	12,500 tons, sails 10th February.
ARI MARU	12,500 tons, sails 24th February.
SADO MARU	12,500 tons, sails 10th March.
YOKOHAMA MARU	12,500 tons, sails 24th March.
AWA MARU	12,500 tons, sails 7th April.

With option of Mail between steamer's call ports to Japan.

For further information apply to:

KUSUMOTO, Manager.

"HONGKONG'S MUSICAL HISTORY"
BY H. L. O. GARRETT.
A series of articles that appeared in the CHINA MAIL.

Price 50 Cents.

SHIPPING

THE PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA
27,000 tons, twin screws. 27,000 tons, twin screws. 18,000 tons, twin screws. 18,000 tons, twin screws.
Also 110, 12,000 tons, China, 10,000 tons, and 8,000 tons.

SOME FEATURES OF SERVICE.
Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Telegraphy, Submarine Signal Service and Bilge Keels.
Culinary under personal supervision of Mr. V. Morel, one of the World's most famous caterers.
First-Class to London and Single, £71.10. 6 Months Return, £120.
INTERMEDIATE: SAN FRANCISCO, £40.00. 100
LONDON, £100.00. 100
SAN FRANCISCO, £40.00. 100
Return Portion of Round Trip Tickets, as above, available for Passage via S.S. Co. from Vancouver if desired. Through Passengers have the privilege of traveling by Rail between Kobe and Yokohama.
* For San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu.
* Intermediate Steamers.
Passengers holding Through Tickets have the privilege of travelling by train between Kobe and Yokohama free of charge.
HONGKONG-MANILA SERVICE.
FROM HONGKONG. Leave Hongkong. Arrive Manila. Leave Manila. Arrive Hongkong.
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BECK & CO.,
BREMEN,
KAISER BREWERY.

BECK'S
BEER

Key Brand

\$16.00 per case

6 dozen pints,

4 dozen Quarts.

HONGKONG AGENTS:

MacEwen, Frickel
& CO.

STEAMERS PASSED SUEZ CANAL.

October 31, Agamemnon, Ambra, Persia, Simla.
November 4, Benelux, Canton, China, Princess Alice, Africa, Goldenfels.
November 7, Pingdu, Polynésie, Sot-jana, Sengambia, Baron Barfleur.
November 11, Elvich, Maru, Koerber, Keenau, Kinkoh, Demidov.
November 14, Glenlogan, India, Nile, Afghan Prince.
November 18, Benlavori, Borneo, China, Sumatra, Ghass, Liberia, Sachsen, Miflandshafen.

ARRIVALS FROM CHINA.

November 18, Grotteau, Armand Behic.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s s.s. *Assaye* with the English Mail, left Singapore on Sunday, the 18th November, at 6 a.m., and is expected to arrive here on Friday, the 21st Nov., at 8 a.m. This packet brings the Parcel Mail closed in London for despatch by the all sea route on the 16th ult. and for despatch overland on the 22nd ult.

The T. K. R. s.s. *Hongkong Maru* which sailed from San Francisco on the 24th October, is expected to arrive at this port via Honolulu, Japan (Port) and Shanghai on Friday, the 21st Nov., between 2 and 4 p.m.

The N. D. L. s.s. *Princess Alice* carrying the German Mail with dates from Berlin of the 29th October, left Colon on Sunday, the 18th November, p.m., and may be expected here on or about Thursday, the 27th Nov.

The P. M. S. Co.'s s.s. *Sora* sailed from Yokohama for Hongkong, via Manila, on Sunday, the 16th Nov., at noon. The mail has been transferred to the s.s. *Empress of Asia* which is scheduled to arrive at this port on Monday, the 24th Nov.

The C. P. R. Co.'s R.M.S. *Montague* arrived at Kobe at 7.30 a.m. on the 16th Nov., and left at noon on the same day, due to arrive at Shimidzu at noon on the 17th Nov.

Other Vessels.
The H. A. L. s.s. *Macedonia* left Shanghai on the 16th Nov., a.m., and may be expected here on or about the 19th Nov., p.m.

The I. C. S. N. Co., Ltd.'s s.s. *Manung* left Shanghai on the 14th November, due Hongkong on the 19th November.

The H. A. L. s.s. *Arabis* left Hankow on the 16th November a.m., and may be expected here on or about the 21st November.

The D. N. B. s.s. *Kino* left Sabang on Thursday, the 13th November, and may be expected here on or about Friday, the 21st Nov.

The K. I. S. N. Co.'s s.s. *Gregory* left Amoy on Sunday, the 17th Nov., at 10 a.m., and may be expected to arrive here on or about the 24th November.

The K. I. S. N. Co.'s s.s. *Gregory* left Amoy on Sunday, the 17th Nov., at 10 a.m., and may be expected to arrive here on or about the 24th November.



ASK
SPECIALLY
FOR
MACKIE'S
Heart
Tonic
Digestive
and
Non-gouty

WHITE HORSE
WHISKY.

\$20 DOZ.
Including
duty.

LANE, CRAWFORD & CO.
SOLE AGENTS.

To-day's Advertisements

WANTED.
BY a young PORTUGUESE, Position as General Office Assistant. Good testimonials.
Apply 'X. Y. Z.'
c/o 'CHINA MAIL' Office.
Hongkong, Nov. 20, 1913. 1424

MAUD LINDON—F.T.S.
ASTROLOGER.
Mem: Astrological Socy of U.S.A.

HOROSCOPE in detail, with Progressed Chart of planetary positions, Synthesis Reading of Character and tendencies; Scientifically calculated present and future prospects, etc. (An always interesting and reliable Horoscope) 10/- Give Date, Hour, and Place of Birth.
ADDRESS: Maud Lindon, 1233 East 50th Street, Chicago, U.S.A.
Hongkong, N. V. 20, 1913. 1428

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction on

THURSDAY,
the 27th November, 1913, Commencing at 11 a.m. at No. 5 Ripon Terrace.

A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE.
On View from Wednesday the 26th.

Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, Nov. 20, 1913. 1427

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES
FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship **TOKUSHIMA MARU**, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns at 10 a.m. on the 24th Nov. Goods not cleared by the 27th Nov. will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignee and the Co.'s representative at the appointed hour. All claims must be presented within ten days of the date of arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, N. V. 20, 1913. 1425

EXCHANGE

Hongkong, November 20, 1913.

On London—
Bank Bill—
On Demand—
30 days sight—
60 days sight—
3 months sight—
6 months sight—
On New York—
On Demand—
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On 120 days sight—
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